

SECRET

25X

Copy 8 of 11

25X

19 September 1967

MEMORANDUM FOR: Director of Special Activities

SUBJECT: OXCART Program Areas Requiring a
1 October 1967 Decision

1. This memorandum is for information only.

2. Personnel

a. No replacements are presently in the "pipeline" for Agency, Military or Contractor personnel assigned to this program. The normal lead time for Agency and Military replacements is one year. These two categories are not as critical as the various contractor areas, as it is conceivable that the people on-board could be "frozen" until suitable replacements are obtained. Enclosed is a chart showing the number of military personnel whose tours are scheduled to expire during FY-68. [redacted] [redacted] military strength was [redacted] its T/O at the end of FY-67.

25X1

25X

25X

b. The personnel area of prime concern at this point in time is the Contractor complement. In theory, the contract personnel [redacted] and on deployment know that BLACK SHIELD will be terminated on 30 November, but not that the program is to be phased out. It would be naive to believe that word of the NRO decision to cancel the program has not filtered through. With this information in hand and possessing a high survival I. Q., it is felt that the technical people will be leaving the program as soon as they can make new arrangements. Evidence that this is presently happening is described in the following report from the Headquarters' Avionics Staff. This is followed by an analysis of the security problem as applied to engine support personnel.

25X

NRO review(s) completed.

SECRET

25X

25X

GROUP 1

Excluded from automatic
downgrading and
declassification

SECRET

25X1

Page 2

(1) Manpower - Avionics

"The most serious potential problem area that could arise as a result of an extension involves the Technical Representatives that maintain the [redacted] equipment. Currently we employ approximately [redacted] Hughes Aircraft Representatives (HAC), [redacted]

[redacted] With the scheduled phase-out of the OXCART program in December 1967, the Contractors have been slotting these highly trained (electronics) personnel into their respective organizations, (HAC in particular). In the event that OXCART continues, it is recommended that the following actions be taken to sustain operations:"

(a) "Contract with all of the mentioned vendors for their services for a specified period of time. The contractors are getting tired of open-ended agreements."

(b) "Be prepared to offer extra dollars to retain the services of selected individuals."

(2) Manpower - Engines

PAC engine technicians are contracted for by P & W and scheduled for reduction to [redacted] by 31 December 1967. P & W requires a minimum of [redacted] PAC technicians to support BLACK SHIELD rotation and support maximum field maintenance. The replacement of PAC technicians on a month-to-month contract basis would be impossible due to the lead time required by Security for processing.

SECRET

SECRET

25X

25X

Page 3

3. Inertial Navigation System

The following information was extracted from the Contractor's Operations Plan.

a. A 1 October 1967 approval is needed to insure:

(1) Minimum level repair line beyond 19 November 1967.

(2) Minimum spares to support the repair line.

(3) Timely transfer of funds within existing subcontracts.

b. Three options exist within the framework of present funding.*

(1) Option A. - BLACK SHIELD can be supported through 17 December 1967 with:

(a) No transfer of funds between contracts.

(b) No spares delivery after 31 October 1967.

(c) The repair line maintained through 19 November 1967.

(2) Option B. - BLACK SHIELD can be supported through 28 January 1968 with:

(a) A 1 October 1967 approval for limited spares delivery through 31 December 1967.

(b) The repair line maintained at present minimum support level through 31 December 1967.

(c) A 1 October 1967 approval for transfer of funds between contracts.

25X

25X

SECRET

SECRET

25X

25X

Page 4

(3) Option C. - BLACK SHIELD can be supported through 25 February 1968 with:

(a) A 1 October 1967 approval for transfer of funds between contracts.

(b) Maximum cannibalization.

(c) No repair line.

(d) No spares after 31 October 1967.

(e) Under Option C, no attempt at recovery could be made without experiencing a period of zero operational capability.

* The present funding includes a fixed amount that has been set aside for INS close out.

a. Provides for two weeks packaging, crating, and technical services [] after the termination of BLACK SHIELD.

25X1

4. Engines - The following is an analysis by the Contractor of engine support with the present level of funding:

a. BLACK SHIELD engine support through February 1968:

(1) At the existing flying hour rate per month

(2) No additional overhead

(3) Utilizing maximum field repair

25X1

SECRET

25X1

SECRET

25X

25X

Page 5

b. BLACK SHIELD parts and components support. *line Feb.*

(1) "Y" and "YJ-1" parts overhaul terminated
1 July 1967.

(2) "Y" and "YJ-1" parts delivery terminates
31 October 1967.

(3) After October 1967; by maximum cannibalization.

c. Examples of critical items requiring component
repair line approval after 1 October 1967.

(1) Turbine Rotors - balancing with new blades

(2) Engine nozzle control

(3) Afterburner fuel control

5. Spares

a. As of 15 September 1967, [] listed the
following seven items as critical. The attached chart
shows repair time and stocking levels.

25X

(1) Transducer - AP-789-500

(2) Actuator - Bypass Door - AS-1223-5

(3) Actuator - Spike - AS1224-7

(4) Pitot-Air Speed - 4AQ-472-1

(5) Drive Accessory-CSD - 701732 & 695771

(6) Coupler Heading - BW-8KE66AC2

(7) Gyro Platform - BW-8KD9AC2

25X

25X

SECRET

SECRET

25X

Page 6

25X

b. An evaluation by [] of each of the seven items listed results in a recommendation for an increased stockage level to sustain the present level of effort. This would be accomplished either through additive procurement or by expediting and maintaining an additional high level of overhaul capability to recycle critical parts. NRO

25X

c. SCOPE COTTON planning directs that procurement of OXCART spares and repair of assets will not be performed if production lead times and delivery dates extend beyond 31 October 1967. It cannot be overly stressed that without the ability to acquire additional spares or to repair aircraft and systems components, the OXCART program is entirely dependent on "living-off-the-shelf", effective 31 October 1967.

25X

[]
Deputy for Materiel, OSA

Attachments: a/s

25X1

25X1

SECRET

25X1

Approved For Release 2004/12/15 : CIA-RDP71B00399R000600060018-9

Next 2 Page(s) In Document Exempt

Approved For Release 2004/12/15 : CIA-RDP71B00399R000600060018-9